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I. The following are restricted zones and air corridors in the satellite countries. The reasons for the restrictions are not given.

a. Czechoslovakia

A corridor directly north from Hungary into Czechoslovakia through Drégelypálank, and bounded by a line 10 kilometers east and 10 kilometers west of Drégelypálank is forbidden for flights by Hungarian aircraft.

b. Rumania

The zone directly east of the Hungarian-Rumanian border toward Nagyvarad bounded by a line 10 kilometers to the north and 10 kilometers to the south of Nagyvarad, and a 20 kilometer-wide corridor between Oroshaza and Arad are forbidden for Hungarian aircraft.

c. Jugoslavia

A 20 kilometer-wide corridor running through Szabadka near Subotica on the Budapest - Belgrade route and an area 10 kilometers on either side of the border at Also-Lendva on the Budapest-Zagreb route are forbidden to Hungarian aircraft. For flights to Italy, the airport at Fiume, which was used as a transit stop until September 1948, has been replaced by the Zara airfield. The airfield at Zara does not have a concrete runway, and is equipped with only two medium-sized hangars and a single auxiliary building.

d. Finland

Hungarian pilots flying to Helsinki are instructed to follow the route leading over Danzig, then along the western frontiers of Finland to Turku and from there to follow the railroad line running into Helsinki.

e. Albania

Tirane may be approached only from the direction of the Adriatic.

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1. Hungary

The areas within a radius of 10 kilometers from Veszprem and 10 kilometers from the airfield of Szekesfehervar are forbidden zones for all but Soviet aircraft. It is believed, however, that these restrictions are not strictly enforced.

2. Radio Aids to Navigation

The following airfields have radio direction indicators:

Budaörs	313	Kilocycles	HAM
Debrecen	380	"	HAH
Gyor	360	"	HAO
Miskolc	430	"	HAF
Pecs	340	"	HAI
Szeged	400	"	HAA
Szombathely	363	"	HAN

"ZZ" correspondence 333 kilocycles

All Maszovlet aircraft are equipped with "FUG-10" medium frequency transmitting and receiving sets, Soviet-manufactured shortwave transmitting and receiving sets, and Soviet-manufactured radio-compasses which are also known as "Pelengators". No other aids to air navigation are available, but pilots sometimes orient themselves with the radio transmitter in Budapest 1 which operates on a frequency of 546 kilocycles.

3. Soviet Control Over Maszovlet

The Soviets exercise control over Maszovlet at top level through the head of the Air-Traffic Department of the Hungarian Ministry of Communications, Imre KOOS, who is in almost daily contact with an unnamed Soviet Air Force general and with General KRAINOV, the director of Maszovlet. KOOS's deputy is Professor Antal BANHIDI, an expert on aviation who is not a Communist. Direct control is accomplished through Soviet personnel within Maszovlet including:

General KRAINOV, director

Colonel ORLOV, chief of the central Maszovlet airport at Budaörs. ORLOV is a well-known Artic flyer who speaks good German, French and English. He replaced BEBESHKO who was recalled to the USSR.

Staff Captain DAMRACHEV, chief of the navigation section and official flight observer.

Eng. SURSALOV, in charge of gasoline supply.

There are at least two instances in which the headquarters of a Soviet fighter unit in Baden, Austria, were called upon to intercept commercial airliners crossing Hungary. The first instance in August 1948 involved a Polish plane which was surrounded by twelve YAK-16 aircraft and forced to land for an inspection of papers, passengers, and cargo. The second occurance involved a Czech aircraft in October 1948. In both cases everything was found to be in order, and the planes and passengers were permitted to proceed. The fighters used were based either at Veszprem, at Szekesfehervar, or at Szent-Kiralyszabadja.

4. Maszovlet Cooperation with Other Soviet Satellite Airlines

Maszovlet shares the Budapest-Prague, Budapest-Bucharest, and Budapest-Warsaw routes with the Czechoslovak, Rumanian, and Polish airlines. An agreement exists also with the Jugoslav airlines but one plane was dispatched without passengers early in 1948 and since that time no Maszovlet planes have flown to Belgrade.

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satellite airlines is Soviet-directed and is not voluntary. No significant friction between airlines or personnel has been observed. The sources of this report found Soviet officials to be generally uncooperative. They are of the impression that the Soviets have no interest in extending Maszovlet operations and, on the contrary, seem to favor curtailment of air traffic by hampering operations unnecessarily.

5. Gasoline Supply of Maszovlet

Every six months Maszovlet receives approximately 350,000 liters of gasoline of unspecified origin. The gasoline is stored in an underground fuel tank at Budaörs airfield which has a total capacity of 300,000 liters, and the Soviets in the Maszovlet administration have insisted that the tank be more than half full at all times. Green ethyl-powder from the USSR is mixed with the gasoline by Engr. SURSALOV. No noticeable shortages in aviation gasoline have been observed.

6. Purchase of Airplanes from Western Powers

The Hungarians are dissatisfied with Soviet-made aircraft and, in June 1948, they attempted to purchase an "Air-Speed Consul" plane from Great Britain for government courier work. At that time, however, the British refused to send aircraft to satellite countries and negotiations were broken off. In the summer of 1948, KOOS negotiated with the deputy of the firm "Mont-Marin" and with Eng. Ernest MENCZER of the Ryan Navion Company for the purchase of six or eight single-engine, four-seater planes for use in charter service. This purchase was to be financed through KUNDI, manager of MOGURT, a used car agency in Hungary which had the necessary foreign currency on deposit abroad. Another attempt was made to purchase planes in Switzerland, but the factory, the name of which is unknown, suggested indirect negotiations through Swiss commercial firms. The results of none of these negotiations are known.

7. New Airfield Construction

As early as 1946 it was planned to extend the airfield at Bekescsaba and to use it in commercial air-traffic. Nothing has yet been done to carry out the plan and there is some doubt that it could be accomplished within the next few years. The Ferihegy airfield near Budapest is being completely reconstructed, but no other major airfield construction is under way or envisaged for the near future.

8. Soviet Air-Force in Hungary

The Szekesfehervar, Veszprem, and Papa airfields are bases for the Soviet Air Force. Soviet units stationed at Szekesfehervar airfield are changed frequently and the number of airplanes varies greatly with different units. In September or October 1948, however, there were approximately sixty YAK-3's on the field. The same general situation exists at the airfield near Veszprem, but there is no recent information on the type and number of planes stationed there. In July 1948, there were rumors in Maszovlet circles to the effect that the Papa airfield was to be evacuated by the Soviets and turned over to the Hungarian Army for use as a training base for a Hungarian parachute division. Parachute training was to have begun by the spring of 1949. Soviet units receive gasoline supplies partly from Lispe and partly from Ploesti, but the quantity and quality of the fuel is not known. All other supplies, with the exception of aviation equipment, are requisitioned from the Hungarian economy.

9. New Soviet Aircraft

Two new airplanes were exhibited by the Soviets at the Budaörs airfield in September 1948. One of these, a Yakovlev, was flown by Antal BANHIDI, (see page 2) who stated that he was not satisfied with its performance because of poor aerodynamic characteristics and because it was not equipped with an automatic gyropilot. An IL-12 with tripod landing gear and four-blade propellers was also demonstrated. The Soviets claim a cruising radius of 2,500 to 3,000 kilometers for the IL-12. By comparison, the British Viking is smaller, but faster, and, [redacted] has a better performance.

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10. Aircraft Production

25X1A [redacted] the Soviets produce ME-262 turbo-jet aircraft on an assembly line basis, and the Soviet model of this plane is reported to have maximum speed of 1,100 kilometers per hour. The Rumanian Government has a small factory near Bucharest where sport-planes are produced on a small scale. The aircraft factory at Zlin, Czechoslovakia, produces mainly "Aero-45" planes equipped with 100 HP engines, but the factory also produces some two-seater twin-engine Siebels, Sokols, and Bu-Bestmanns. The production rates are unknown.

11. Rockets and Rocket-Launching Sites

According to Soviet pilots, the Red Army has rocket experimentation stations and launching sites but no details were learned. No installations of this sort were seen in Hungary or in any of the satellite countries.

12. Non-Hungarian Airfields

The following information concerns airfields which are outside of Hungary. The "Q" signals are the same as those used in international air-traffic control.

Belgrade
QFE 75 meters
QMS 85° - 265°

The concrete runway is approximately 1,000 - 1,200 meters long and 80 meters wide. A taxi strip circles the field. In front of the hangars are two concrete aprons adequate for a total of 30 DC-3's.

Warsaw
QFE 100 meters
QMS 151° - 331°
QBI: QBA 2,000 meters
QBB 100 meters

QGO: QBA 1,000 meters
QBB 50 meters

The Warsaw radio tower is 7½ kilometers SSW from the airfield and operates on 755 kilocycles. The concrete runway is approximately 1,200 - 1,500 meters long and 80 - 100 meters wide. A taxi strip circles the field. The whole field is approximately 2,000 meters long and 1,500 meters wide. The radio direction indicator operates on 380 kilocycles, call sign "SRO".

Tirana
QMS 110° - 290°

The rolled cinder runway is approximately 800 meters long and 50 meters wide. The airfield is approximately 1,200 meters long and there are no hangars.

Sofia
QMS 275° - 95°
QFE 550 meters

Helsinki
The rolled cinder runway is approximately 800 - 1,000 meters long and 70 - 90 meters wide. The hangars have a capacity of 15 to 20 DC-3's and there is room on the concrete apron in front of the hangars for an additional 25 to 30 planes.

13. Jugoslav Air Force

In September 1948 approximately 60 YAK-3's were observed at the Zagreb-Lucko Airfield. On the airfield northeast of Zagreb approximately 25 BU-131 sport-planes used for pilot training were seen. Some sort of construction work, possibly enlarging of the field, was under way.